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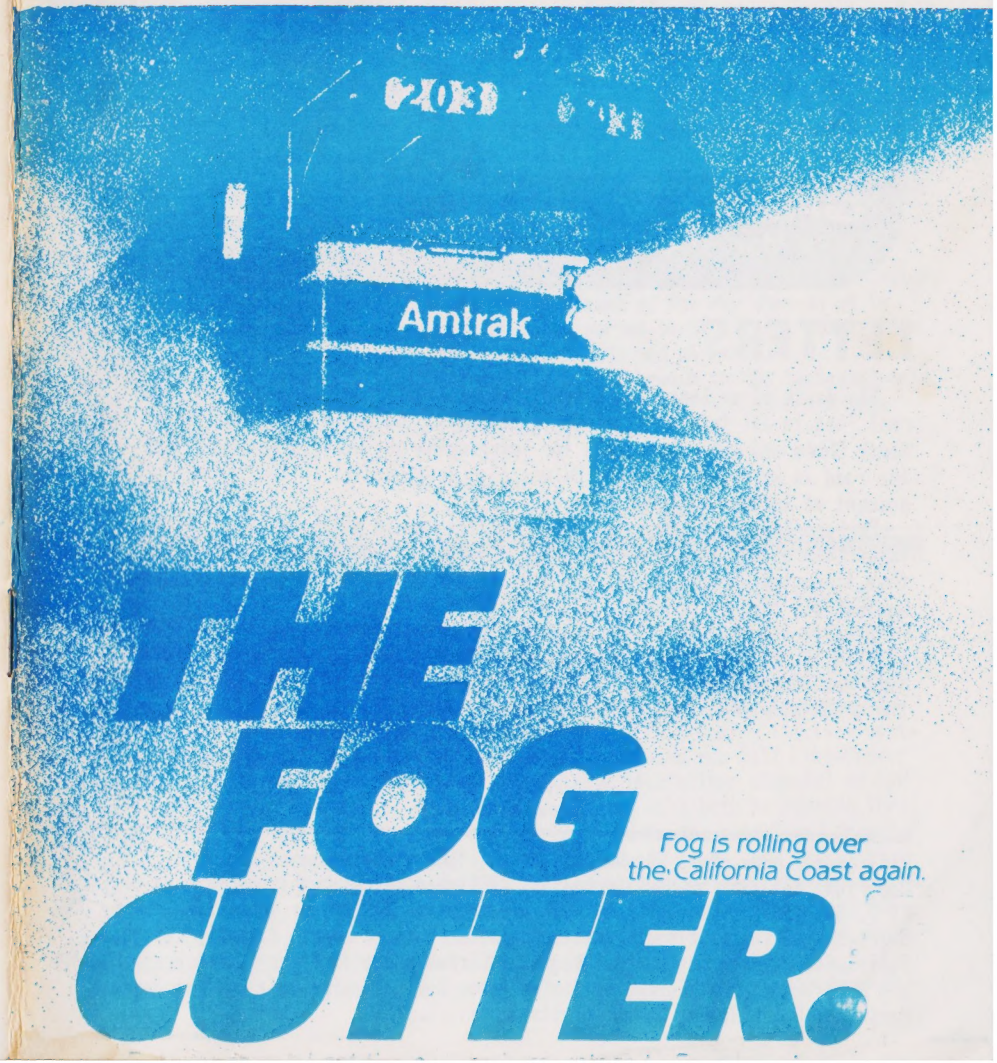

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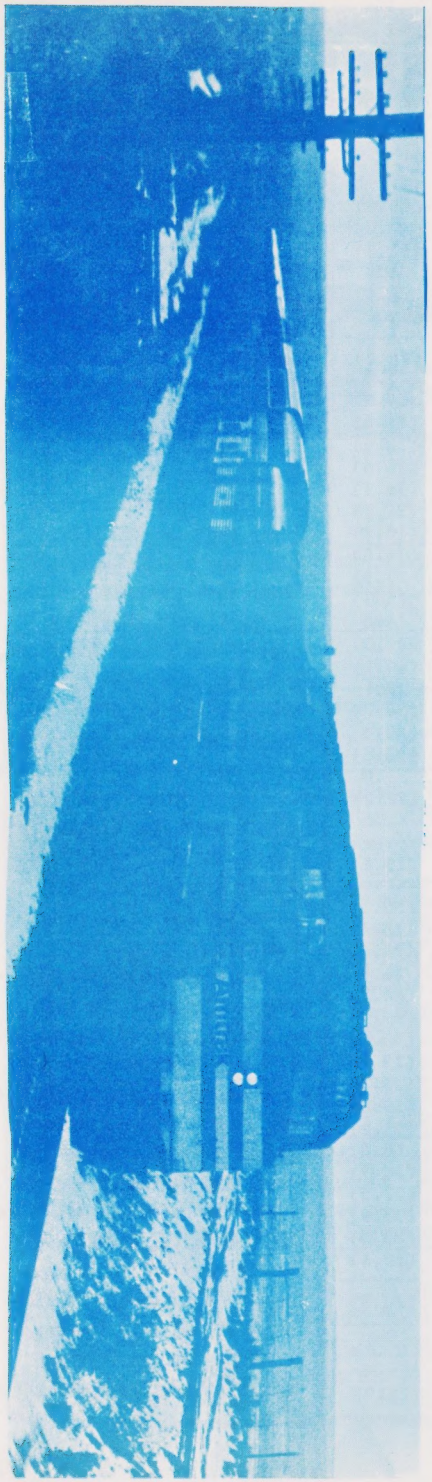

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October 1 - 16, 1983

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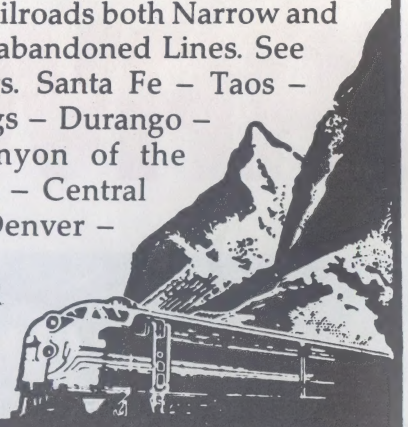

GREAT WESTERN TOURS

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LETTERS

The death of my long-time friend, Samuel Insull, Jr., (see RTN 261) was a real loss to all friends of electric railways. He was a top executive of the South Shore and was responsible for introducing the heavy steel cars that served the road so well for so long. He was also instrumental in the formation and management of Indiana Railroad.

Perhaps less well-known was the admirable way in which he stood loyally by his father and mother during the tragedy that engulfed them during 1932-35, providing them financial support as well as counsel for his father's successful defense against all charges brought against him.

A half-century later, that disaster has been forgotten, while the great merits of Insull, Sr., as an entrepreneur and manager finally have been recognized. If fate had been kinder, Samuel Insull, Jr., would have taken his turn at directing the great companies that his father had created.

Prof. George H. Hildebrand
Dept. of Industrial Relations & Human Resources
University of Iowa
Iowa City, Iowa

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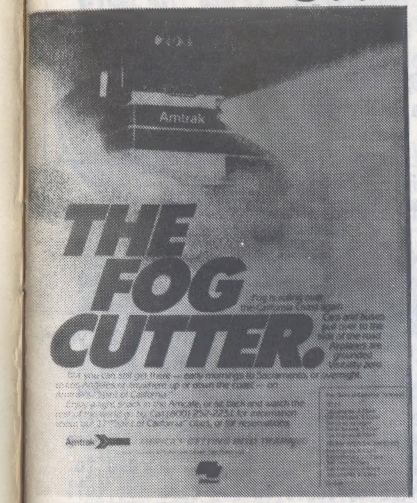
ON THE COVER



(Front cover:) This is a portion of a current ad for the SPIRIT OF CALIFORNIA. This ad, "The Fog Cutter", is in RTN's opinion one of the most compelling passenger train ads we've seen in the Amtrak era. The entire ad is reproduced at left. The ad copy reads: "Fog is rolling over the California Coast again. Cars and buses pull over to the side of the road. Airplanes are grounded. Visibility zero. But you can still get there--early mornings to Sacramento, or overnight, to Los Angeles or anywhere up or down the coast--on Amtrak's "Spirit of California." Enjoy a light snack in the Amcafe, or sit back and watch the rest of the world go by..."

(Rear cover:) Not all of the RIO GRANDE ZEPHYR route consists of towering scenery. In this photo we see the plains of Eastern Colorado in the background as the Amtrak test train on Feb 7 climbs toward the mountains, near Leyden, Colorado. Photo by Keith Kirby.

RTN 262 arrived today and I must immediately lend a thought (and a slogan) to your article, Amtrak Takes on the Airlines. There would probably be universal agreement that the market in question here is that of the business-related traveler.

Almost since the inception of Amtrak, I have dreamt of the day when an ad in Business Week or the Wall Street Journal could be worded thus: "If the competition is Amtrak-ing overnight, YOU can't afford daytime jets and airports."

While this strikes me as a sensible and effective approach to the business world, I wonder how many significant city pairs presently offer Amtrak sleeper service worthy of being "discovered" by the time-conscious flyer.

Timing of ad placement is EVERYTHING here.

Dr. William K. Viekman
Colorado Springs, Colorado

★ AMTRAK BOARD OKAYS RIO GRANDE CONTRACT

At its Mar 16 meeting in Washington, the Amtrak Board of Directors unanimously voted to approve a contract between Amtrak and the Rio Grande Railway by which the SAN FRANCISCO ZEPHYR will be re-routed over the D&RGW Salt Lake City-Denver route, beginning at the April timetable change. Amtrak said that the expected timetable for the re-routing will see the RIO GRANDE ZEPHYR making its last westbound run Denver-Salt Lake on Apr 23 and its last eastbound run Salt Lake-Denver on Apr 24. The two SAN FRANCISCO ZEPHYRS that leave from either endpoint on Apr 24 will be the first to take the new routing, and they will both be running thru Colorado on Apr 25, meeting somewhere between Glenwood Springs and Grand Junction at about 1:30pm. Service will be daily on the Rio Grande route, not tri-weekly as was the RIO GRANDE ZEPHYR. Wyoming will be without Amtrak service after Apr 24.

The new SFZ schedule will be as follows: train 5 will leave Chicago at 2:50pm, arrive Omaha 11:10pm, leave Omaha 11:20pm, ar Denver 7:40am, lv Denver 8am, ar Grand Junction 3:35pm, lv Grand Jct 3:40pm, ar Salt Lake City 10:15pm, lv Salt Lake 10:30pm, ar Ogden 11:25pm, lv Ogden 11:45pm, ar Reno 8:05am, ar Sacramento

(continued on page 18)

RAIL CANADA

"WAY TO GO" Fares are being advertised by VIA Rail Canada in southwestern Ontario, in a campaign that began Feb 21 and runs thru May 29. Passengers there will get a 40% discount off one-way fares on any southwestern Ontario trains. VIA said that the train has the largest share of the market of all public transportation modes in that area, but evidently wants to increase that share even further. The fare promotion includes newspaper and radio ads, shopping mall displays, posters, information kits and buttons.

"SSH, CONFIDENTIAL", read the headline of a Toronto Globe & Mail editorial on Mar 3. Here's the text of that editorial: "Canadians have no idea whether or not millions of dollars are wasted to provide the rotten railway passenger service imposed upon them. Last fiscal year VIA Rail cost them $540 million, this fiscal year $640 million, and next fiscal year $755 million. Neither VIA Rail nor the federal Transport Dept, nor auditor-general Kenneth Dye can tell the public whether these millions are being well spent. Why? VIA president Pierre Franche told the public accounts committee of the House of Commons that VIA's contracts with CP and CN are confidential documents and cannot be released unilaterally. CP has not agreed to disclosure, CN is thinking about it. But the contracts would in any case not tell the whole story. 70% of VIA's expenses are determined under a CTC costing system so scant on details it does not tell VIA what the railways use to make up their bills. 'We don't know,' said Mr. Franche. 'We don't have it.' It is nonsense that a parliamentary committee should be denied information dealing with the spending of $1.935 billion of public funds. Canadians need a government with the guts and honesty to produce legislation to end the confidentiality privileges of our pampered railways."

GASPÉ CHANGES COMING: VIA wants to drop the SAINT-LAURENT and run a train thru to Gaspé. Transport 2000 Quebec was consulted about the idea, and finds the service to be inadequate--just three cars, and very inconvenient hours proposed. T-2000 Atlantic is not enchanted either. A major problem is CN's refusal to run the train in less than 17 hours.

CANADIAN on Feb 1. The new menu offers a limited choice of two main dishes at each meal, along with appetizer, dessert and beverage, at a fixed price for the full meal of $4.50 for breakfast, $6.50 for lunch, and $9.00 for dinner. VIA emphasized that the meals are not prepackaged airline-type food, but are freshly prepared in the train's kitchen. Also, tablecloths and china are still used. The streamlined service resulted in the loss of 19 on-board service jobs, VIA said.

QUEBEC'S PALAIS STATION, downtown, will again be used by VIA within two years, VIA said. There are civic hopes that it will be changed into an inter-modal terminal.

TRANSPORT 2000 CANADA president Guy Chartrand will visit France Apr 12-May 4 along with a delegation of 21 T-2000 members and others, including civil servants. The trip, sponsored by a Quebec government office, will take them to Paris, Lyon, Grenoble and Chambery. Quebec's transport minister, Michel Clair, visited France Jan 24-28, examining the subways and the TGV. He and other transport officials were invited by France's transport minister.

A MUNICIPAL SURVEY found little support for the Vaudreuil-Rigaud segment of the CTCUM/CP commuter service west of Montreal. More people surveyed wanted improved parallel bus service than wanted improved rail service. Only about 10% were commited rail users. The problems are a nearly parallel freeway, combined with too many stops on the inner end of the trip for these long-distance travelers. The answer might be a Budd car with fewer stops east of Vaudreuil, such as Dorval.

CANADIAN NATIONAL RAILWAY had improved business in January, with more movements of forest products.

EDMONTON-TO-CALGARY Dayliner hit an auto in northeast Calgary on Jan 12. A woman in the demolished auto was fatally injured. There were 22 passengers and two crew aboard the Dayliner at the time of the 8:45pm crash, but none was injured.

THE SKEENA is now selling sleeper space in the dorm/baggage section, like #7-8 from Capreol to Winnipeg. Cafe-lounge-bar cars 758 & 760 are now used in place of the diner lounges. These cars were once used on the SUPER CONTINENTAL, before VIA added the skytop domes. Consist is: 1 F unit, steam gen, bag-dorm, coach-cafe-lounge.

URBAN-SUBURBAN TRANSIT

EASTERN CITIES STRUCK: The New Jersey Transit strike that began Mar 1 continues. On Mar 7 Metro-North was struck, closing the Hudson, Harlem and New Haven commuter lines into New York City. About 90,000 commuters were affected by the Metro-North strike, while 70,000 were affected in New Jersey. On Mar 15 in Philadelphia 12 unions struck SEPTA, cutting train service for 50,000 commuters. A wider strike that would have stopped subways, trolleys and buses was avoided by a last-minute settlement in a dispute with the Transport Workers Union. The main dispute at Metro-North is size of crews, while the New Jersey problem is size of paychecks. The UTU strike in Philadelphia is over wages and the use of part-time workers to reduce number of employees. The New York Post reported that the Teamsters Union was goading the UTU to strike Metro-North by trying to recruit members among the Metro-North workers.

METRO-NORTH COMMUTER Rail Division announced, just as the strike was beginning, its new management team, under President Peter E. Stangl. The team includes Donald N. Nelson, VP-Operations; William M. Aston, VP-Planning & Capital Projects; Richard B. Hoffman, VP-Human Resources; and Walter E. Zullig, Jr., General-Counsel Secretary. Mr. Zullig is familiar to RTN readers for his occasional articles.

SMALL CLAIMS COURT in New Rochelle NY on Mar 5 awarded small amounts to several commuters on Conrail (now Metro-North), organizers of a group called Trainwatch. The awards, 10% of ticket costs, were for various complaints about service standards. Trainwatch believes that their efforts will help keep commuter agencies on their toes, while Metro-North said the awards were "penalizing the public" because they were coming out of the public till.

LONG ISLAND RAIL ROAD said this month that it plans to electrify 25 more miles of track: 20 miles between Hicksville and Ronkonkoma and five miles between Huntington and Northport. Congressman Robert J. Mrazek of Centerport said he wanted the electrification on the Port Jefferson branch to extend all the way to Port Jefferson, however, and that he is seeking a $15 federal appropriation to pay for that extension. The rest of the work would be funded from the MTA's $7.9 capital improvement fund, which runs over a 5-year period.

SAN FRANCISCO PENINSULA Caltrain commute line may get all its cars replaced. Bids for new commute cars were submitted to Caltrans on Mar 16, and the best bid apparently came from Sumitomo, who proposed to build 42 cars at the projected price of $37.1 million. This was quite a few more cars than the 30 that Budd and one other maker proposed. With additional UMTA funds and the 42 cars in the present bid, all the fleet of present cars for the line could be replaced. In other Peninsula news, the extension of the line to the Ferry Building in San Francisco appears all but dead after opposition from San Francisco developers who want the Ferry Building area free of trains.

OXNARD, CALIFORNIA STATION, shown here in an artist's impression, may be built --but will it ever play host to the Oxnard commuter trains? Those trains have now been likely halted indefinitely. On Mar 11 the Public Utilities Commission met in special session in San Francisco and ruled that the service be suspended until Caltrans and SP come to an agreement over the cost of running it. That issue will go into a U.S. Circuit Court in April. But supporters of the trains feel that with lack of support from the Deukmejian administration and with SP strongly opposing the service, the trains probably will not run again, at least not for a long time. (The last day the trains operated before rainwaters severed the line was Mar 1, not the Feb 28 date given last issue.) Caltrans on Mar 7 had asked the PUC to suspend the trains, as the agency did not want to run them until a tariff was agreed upon with SP. It was widely published in the media this month that Gov. Deukmejian had received $12,200 in campaign donations last year from SP and its officers. In addition, it was made known that Kirk West, Deukmejian's stop adviser on transportation, was head of the California Taxpayers Association for eight years--of which SP is a member. Train supporters feel that Deukmejian is opposing these trains and the SPIRIT OF CALIFORNIA primarily to please the SP, to whom he is indebted.

BART SIGNED A CONTRACT with a British consulting firm on Mar 9 to design a new computer control system for its trains. The design contract costs $2.5 million, and the system itself will run about $25 million.

SOUTH SHORE LINE now has 21 new commuter cars in service. The entire order is expected to be in service by July, just a little behind schedule. Weekend service now uses all new equipment.

SINGAPORE'S NEW METRO construction will be getting underway. Contractors put in bids on Jan 17 for the first section of the metro, a 17.1-km route.

THE SOUTHERN PACIFIC is threatening to close the Northwestern Pacific Railroad due to high losses on it. Eureka and other affected areas vow to fight closure. Marin County wants some of the line for a commuter line.

LONG BEACH, CALIFORNIA holds a public hearing on Mar 29 in city hall at 2pm to begin selecting one of 9 alternative routes for the new light rail line from that city to Union Station in Los Angeles.

BALTIMORE METRO SYSTEM invited the press to ride its new cars for the first time on Feb 28. There are 13 cars delivered at this point, and the system needs 72 before opening. Car testing was beginning this month on the 8-mile system. Opening of the north-west line should be by 1987.

QUOTES OF THE WEEK***

"Traveling at a constant 60 miles an hour with no stops, it would take almost six hours to drive (from Sarnia) to Toronto and back. Between you, that makes 4,500 person-hours you've collectively spent behind a steering wheel in a year when you could have spent the time more productively on the train. I would not presume to attach a dollar value to your time, but on the assumption that your services command a price similar to that charged by the average plumber, that's $135,000 down the drain, so to speak."

--VIA Rail Canada president Pierre Franche in speech to Sarnia Rotary Club, quoted in Vialogue, VIA employee newspaper, Feb issue.

THE CASE FOR THE OXNARD COMMUTER TRAINS

Testimony presented to the California Public Utilities Commission by State Senator Ed Davis on March 7.

The issue of the Los Angeles-Oxnard CalTrain is before you again. If this issue had been presented to me before the operation was started, I probably would have expressed serious apprehension about whether the ridership would be adequate to pay for at least 50% of the cost of such a service. I probably would have been sensitive to Southern Pacific's contention that it would impinge on their freight operations. However, the issue was not mine to decide and the California Dept. of Transportation initiated the operation.

The funds for the first year's operation were provided by the Legislature in the state budget indicating a legislative intent to test the proposed service. Indeed, there has been a large investment of public monies in this project. With this substantial investment comes obligations for us, as responsible public officials, to attempt to get the projected 11 stations operations., and to test the ridership over a period of at least several typical commuter months before a decision is made for permanent funding or closure of the service.

Unfortunately, the Southern Pacific has displayed an arrogant and imperious set of attitudes and actions toward CalTrain, apparently attempting to sabotage it from the start. The $588,000 tariff which SP is requesting to operate the service per month defies any logic. Even the Southern Pacific will not attempt to detail the figures. This figure appears designed to make the project fiscally impossible. I am sure that when all the appeals to the Interstate Commerce Commission are exhausted, and the question of a proper tariff comes before your honorable body, that you will set a reasonable tariff for the services rendered. I am confident that your commission, when it has clear authority to act, will find that a railroad in intrastate operations has an obligation to conduct some commuter services, as your honorable body did in the successful San Francisco Peninsula operation, which was so vigorously resisted by Southern Pacific.

There is no doubt that any passenger service will impinge somewhat on freight service, but when it is clear that the regulatory authority in power has made a decision that passenger services shall be rendered, the negative factors regarding freight operations can be minimized by the railroad thru proper planning.

Unfortunately, Governor Deukmejian made his decision on CalTrain during the election campaign with no input whatsoever from any of the public officials along the corridor served by CalTrain. He was apparently persuaded by the Southern Pacific Railroad and when he became Governor, he took funding for CalTrain totally out of his 1983-84 budget. The Governor adversely prejudged CalTrain prior to the opening of all of the stations at a time when no one had the facts to make such a judgment on a logical basis. The other subsidized railroad commuter operations are all sufficiently seasoned so that logical judgments can be made on the amount of public subsidy necessary. Intelligent budgetary decisions were possible at the time the adverse CalTrain decision was made.

No one can cite an authoritative figure of what the subsidy per passenger will be since the 11 stations have not been completed and ridership therefore cannot be determined. I represent a very large part of the corridor thru which CalTrain operates. I can tell you that the expectations for the service from the communities along the route are very great. The support from both public officials and business and industrial interests along the route for promoting ridership is very great. The residue of anger and disappointment which will occur if CalTrain is summarily terminated will insure that there will be strong efforts in the future to unite toward a resumption of the service for at least a sufficient period to determine its economic feasibility.

Should we be successful politically in the future in regenerating CalTrain, it will mean an unnecessary duplication of many expenditures and efforts that have already been made, and of course the taxpayer will be the loser.

The California Transportation Commission on Feb 25 urged the termination of CalTrain and supported the expenditure of an additional $37 million for the Los Angeles subway fiasco. I have watched the political development of the subway project over many years. The politicians representing the Wilshire Boulevard Miracle Mile district--a miracle that has since been undone--had the clout to have planners route the subway from downtown Los Angeles outbound along Wilshire. Then political pressure was brought to bear by Hollywood area representatives, so a right-angle turn was made in the plans to run the subway into Hollywood. The design directors then made a phony bow to more than a million people in the San Fernando Valley by redirecting the raillines along a precipitous turn, this time to the left, so that it could surface in the San Fernando Valley. At this point the rail line becomes an elevated service of the type that rings the downtown area of Chicago.

This maze-like Mole Hole as it is now drawn reflects on the part of its planners a total disregard for economics and logic, and a total disdain for the taxpayers' hard-earned money.

If this project goes into operation it can properly be called the "Z" line because of the crazy lines that are drawn by its configuration. For the Transportation Commission to recommend pouring money into the illogical "Z" line with its San Fernando Valley "El" plan is an absolute insult, not just to the million people in the San Fernando Valley, but to the people I represent in Ventura County, who would receive no logical relief from such a plan.

CalTrain, on the contrary, follows lines that were established across vacant prairies in a logical arc from downtown Los Angeles to Oxnard. It would service people working at the great Lockheed California Corp. in Burbank. It would service airline commuters using the Burbank-Glendale-Pasadena Airport. And it would service students attending a great state university in Northridge. That university serves not just the San Fernando Valley, but commuting students from Los Angeles and commuting students from Ventura County where there is no four-year state university.

I believe that your commission can cause at least the test continuation of CalTrain and can, even if legislation is necessary, see that the Southern Pacific has adequate money set aside from the existing budget for CalTrain to insure that they will be properly compensated after an adequate test period when all stations are completed. I cannot imagine that a competent court of law will sustain the $588,000 per month tariff now claimed by Southern Pacific.

I hope that your honorable commission can at least take actions to see that even if CalTrain is suspended, the budgeted funds would be held in reserve, and after a logical tariff rate is established, CalTrain could resume operations out of that budget until the funds are exhausted.

I am convinced that if you order a termination of the CalTrain service, the Southern Pacific Railroad in their "public-be-damned" attitude will be out with jack hammers destroying the stations which have been put into operation. I hereby ask your honorable body to order that these stations be left intact for possible future use.

Lastly, let me say that two months ago we opened the San Fernando-Simi Freeway missing link. The traffic congestion on that vital artery is grave at peak hours. The taxpayers along its route have been long suffering and have been shortchanged on transportation money. The judgment you make on CalTrain, I hope, will reflect a conscientious concern for the present and future transportation needs of this area.

If CalTrain is not retained or reinstituted soon, I guarantee you that some day the sheer force of necessity will cause the creation of public policy that will make a public utility like a railroad serve the public for the privilege of traversing our roads and highways, and for holding up surface traffic and at the same time bringing factory-level noise all along the line.

I am not anti-railroad. I strongly support their important mission to carry freight and passengers. I am anti-the selfish, myopic, short-sighted conduct currently practiced by the Southern Pacific Railroad.

Aboard the Cascade Explorer

Another rail excursion in Washington State--to Yakima, yet! I was surprised as I picked up the Capital Gateway Travel Service brochure advertising the "Cascade Explorer"--leaving Seattle at 8am on Jan 8, arriving Yakima 1pm, with a slow sightseeing ride over scenic old Stampede Pass, once the route of the Northern Pacific. Then two hours in beautiful Yakima, plus a somewhat swifter ride home.

Yakima is a city of about 50,000 in South Central Washington, specializing in apples, which until Oct 1981 enjoyed regular Amtrak service via the EMPIRE BUILDER. I called Tom Horstmann, Jr., the man in charge of the junket, and found out that he expected to book 700 people. And he hadn't been selling the trip for very long because Amtrak originally balked at the idea. But a direct inquiry to BN brought an immediate "yes." Amtrak, faced with that circumstance, agreed to the excursion.

So I wind up at King Street Station bright and early on Jan 8. The PIONEER is loading out Door Three. Out Door One is the "Cascade Explorer" with an all-Superliner consist of cars 34057, 31046, 34002, 34023, 34050, 31016, 34095, 33002, 34024, 31007, and 34068. Shortly, engines 247 and 237 ease in and hook on as we load, and power up the train. Out comes my fine old outmoded scanner just in time for the wores "Highball Extra 247!"

We sit. At 8:05 we roll. "She moves, Special" over the two-way. Now, the air test. On the right we have the Kingdome stadium, on the left the 4th Avenue viaduct and the throat tracks of old Union Station. Past the yard office, then a call to "Amtrak Yakima Special, OK on rollby. Have a good trip!" We get to the coach yard and stop, and then the head-end power dies. On the scanner: "Amtrak Special!" "Head end--gotta fix the jumper cable" (discouraged tone of voice). Soon the dispatcher back at King Street Station wants to know what's up. Several Amtrak officials troop past my seat in Car G, hurrying forward. About ten seconds later, the lights come back on. "Highball Special!"

Off again past the rest of the coach yard. We see batches of Superliners plus what appears to be today's No. 8, the eastbound EMPIRE BUILDER, with baggage car, transition dorm, coach,diner, sleeper and what must be two deadhead coaches. Amtrak no longer fast-turns Seven and Eight in Seattle, but coordinates equipment with the PIONEER. Now past the main post office, the famous Andy's Diner Restaurant, and Argo Tower, the interchange point with the Union Pacific. Past Argo the speed limit is 80, and we're really rolling, except for that consarned speed limit at Military Road. Unnecessary train speed limits, even at signalled, gated crossings, are still a major problem between Seattle and Tacoma.

The former NP line turns east at Auburn, and we arrive at about 8:45. Here we must throw our own switches--a function handled by an operator in the passenger train days. Once this is done, we head east, past the old East Auburn depot, and on up the Green River.

During all this, we have been treated to a detailed and accurate historical commentary over the P.A. system by Ed Berntsen of the National Railway Historical Society Tacoma chapter, which is providing "car hosts" for this trip. Ed is an ex-BN (NP) man with his own company now, and is probably the foremost Northwest rail historian of his time. He tells us the history of the fight among the frontier towns over who would become the terminus of the Northern Pacific--how Seattle was shunned and Tacoma got the job--and how Auburn got its name. Auburn was formerly called "Stuck", since it was located on the Stuck River (since renamed White River).

Tired of hearing people complain about being stuck in Stuck, the city fathers renamed the town "Slaughter", after pioneer John Slaughter. But when the Hotel Slaughter was built downtown and quickly earned the nickname "The Slaughter House", the city quickly came up with the name Auburn. And os it is today.

Ed also tells of how Stampede Pass was named. There are a couple of versions of "why," but the original name Bogue Pass was dropped after a crew of railroad workers "stampeded" down from the summit, angry over either lack of pay or a harsh foreman. Hence, Stampede Pass. And that is where we're headed now.

We stop above Kanaskat on the high bridge for a view of the Green River gorge. This is part of a line relocation completed in 1959 as part of the Hansom Dam project. Then it's on past Eagle Gorge, Humphrey (east end of the relocation), Maywood (an old logging camp), and Lester, once a bustling NP helper station with a fascinating old wooden depot soon to be torn down. Lester has only a few residents now. It is almost unreachable most of the year except by railroad. The City of Tacoma owns it now and wants to abandon it.

Just before we arrive at Lester, the engineer and conductor are frequently on the two-way pointing out elk. There are huge herds of them up here. A reference is made on the two-way to "Wild Kingdome" and "Mutual of Omaha."

LATE NEWS FLASH!

A press breakdown delayed publication of this issue by one day. However, this ill wind blows the following good: it permits us to include some late news of interest:

AMTRAK WILL CHANGE the name of the SAN FRANCISCO ZEPHYR to the CALIFORNIA ZEPHYR when the train is re-routed onto the D&RGW route, which is expected to be at the Apr 24 timetable change. Amtrak made the decision rather suddenly on Mar 17, after a search by its attorneys revealed that the famous train name could be used. On the route change, Amtrak expects to take in $3.3 million more in revenue yearly and incur $1.7 million more in costs, for a net gain of $1.6 million..... THE FIRST DOME used on the CAPITOL LTD is car #9405. First revenue run is expected on Mar 19, 20 or 21.....

THE AUTHOR OF the Cascade Explorer article is Rocky Shay.

The Green River is moving deep and fast, characteristically brown with heavy mountain runoff from all our rain and warm temperatures. Also just before Lester: Nagrom (Morgan Lumber Co. spelled backwards), and Hot Springs, a once popular resort. Up past Lester, and now the assault on the 2.2% grade to Stampede Summit--across the high bridge at Kennedy, oohs and ahhs at the view. This bridge was part of a 1914 line improvement.

On up the hill we go, and rain turns to snow. You can see the famous reverse curve, with three levels of the former NP visible at once. All this is noted on the P.A., along with a word about mountain operation in the early NP days, with as many as four steam engines (two ahead, one mid-train, one behind) hoisting freights over the hill. There's a 4250-ton freight train weight limit here, and BN assigns at least 10,000hp to that. We weigh about 880 tons, with 6,000 horses.

Up thru Tunnel Four and we arrive at Stampede, still a residence of section crews despite the light traffic of recent years. Most of the freight on the BN goes north, except when grain trains come along. Now it's into the two-mile-long Stampede Tunnel, completed in 1888, eliminating a treacherous switchback line. It's one mile uphill to the summit, one mile downhill to the East Portal at Martin. Crews used to wear gasmasks in here. Much of this tunnel is lined with Chinese brick, used as ballast on empty merchant ships coming in from the Orient 'way back when. Some of the tunnel is blasted thru solid granite. Like the GN

 (continued on page 19)

BULLET TRAIN REPORT

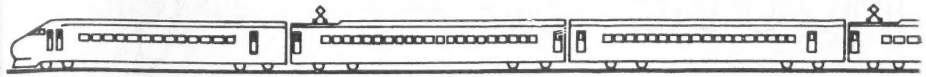
The following is, in condensed form, the summary report of the recent Southern California Bullet Train study performed for American High Speed Rail Corp.

The Japanese National Railways (JNR) has been engaged for the last six months in estimating the construction cost and operating cost of a high speed service between Los Angeles and San Diego, modeled on the existing Japanese Shinkansen or Bullet Train. This report presents a general description of a route selected in cooperation with Amtrak, the American High Speed Rail Corporation (AHSRC) and its marketing consultant, Arthur D. Little, Inc., as being potentially the most profitable. It runs from the Los Angeles International Airport to downtown Los Angeles along the general alignment of the existing Santa Fe Railroad right of way and from downtown Los Angeles in the general corridor formed by Interstate 5 and the Santa Fe Railroad right of way thru urban Orange County, the Irvine and Mission Viejo areas, the communities of San Juan Capistrano and San Clemente, Camp Pendleton and the Northern San Diego County communities of Oceanside and Del Mar, ending at the approximate location of the existing station in downtown San Diego. In several locations, where the railroad line runs immediately adjacent to the tracks, potential construction and environmental problems were felt to be great enough to require the more expensive option of tunnels thru the hills well away from the beach.

A major feature of this route is complete separation from other modes of travel, both road and rail. Provisions have been made in the costs to build the new line so that it does not interfere with either existing freight lines, where use of a portion of the railroad right of way is assumed, or with freeway activity as it is built now, or with cross traffic on local roads. Provisions have also been included to reduce sound propagation to well below California freeway and rail standards, as well as to integrate the route visually into the regional landscape.

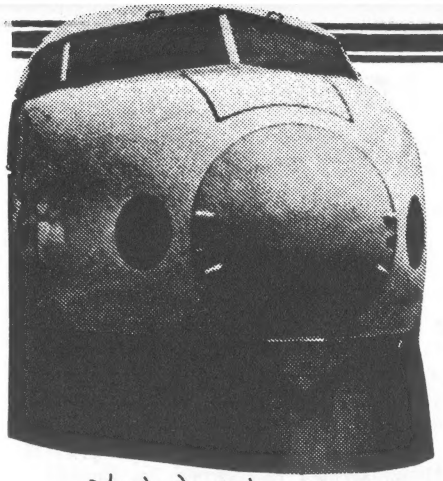
The total length of the route is 131.5 miles or 210.5 kilometers, with 38% being constructed on elevated, grade separated viaduct, 50% being built on cut and fill with appropriate grade separation and the remaining 12% being in tunnel. This system will be electrically powered with an overhead catenary system; the electric power will be purchased from the existing capacity of power companies in Southern California, and will significantly reduce dependence on the sole use of petroleum products. The 8-car trainsets will routinely operate at speeds of 160mph, making the 113.4 mile downtown to downtown nonstop run in less than one hour. The system is costed on the basis of 86 trains per day, altho significantly greater numbers are possible, given additional equipment. In order to provide the capacity needed to generate revenues estimated by Arthur D. Little, Inc., 15 trainsets of 8 cars are required. The projections envisage intermediate stations between downtown Los Angeles and San Diego; their precise locations have not been fixed.

By diverting approximately 20 million trips per year from the automobile, the electrically-powered bullet train system will significantly reduce traffic demand on Interstate 5, will improve air quality, and will increase the safety and comfort of the transportation system.



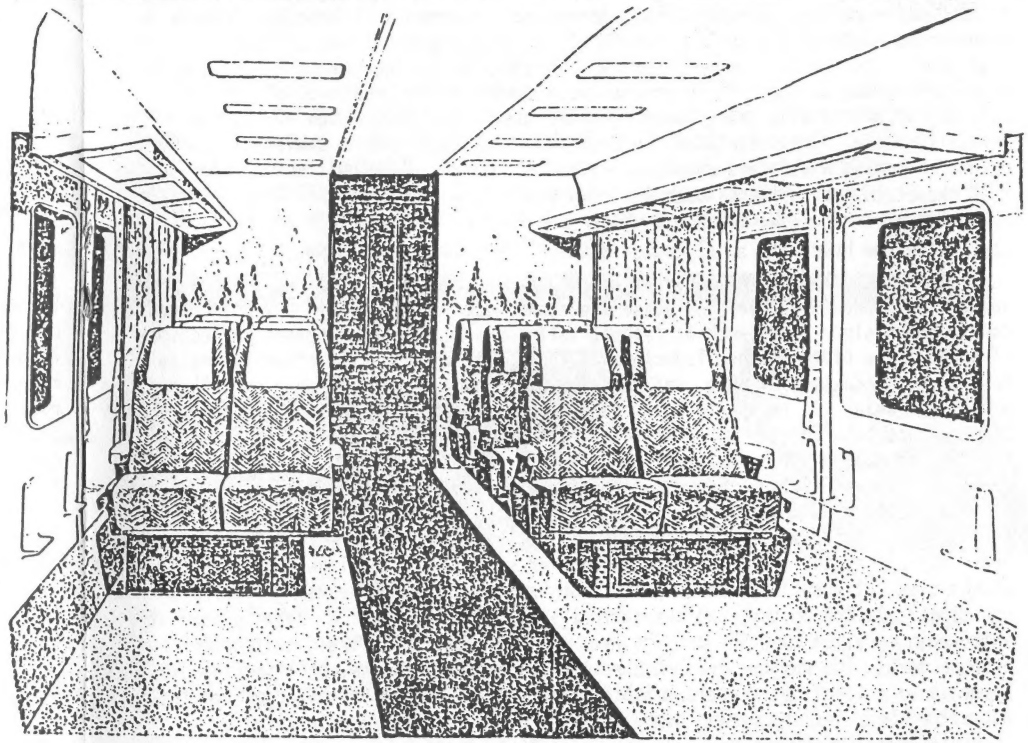
In order to best utilize the 160mph top commercial speed, horizontal and vertical curves must be minimized, and gradients must be limited. For the proposed

(text continues on page 14)



Below is American High Speed Rail Corporation's preferred route map. The heavy line indicates the preferred route of the Bullet Train. Note that the majority of the route miles lie within the existing Santa Fe rail corridor. An extension of the line runs from Los Angeles Union Passenger Terminal to the Los Angeles International Airport (LAX). Sections in tunnels are indicated by dotted lines.

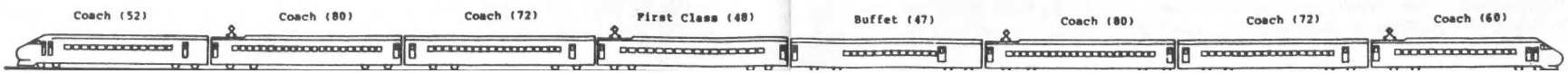
PREFERRED ROUTE MAP



Above is an artist's rendering of the interior of one of the proposed Southern California Bullet Trains. Two by two seating is "foreseen", according to AHSRC). The interior differs from the Japanese Bullet Trains, being modified to meet the tastes of the population which it is to serve.

At the bottom of the page is shown the layout and profile of a "typical" trainset, which is composed of eight cars, including a car with engineer's cab on each end of the train. AHSRC's engineers, Arthur D. Little, Inc., calculated that 15 such trainsets would be needed at peak times to provide service, leaving two sets as spares, and assuming that one set would be under overhaul at any given time. The American Bullet Train cars are to be smaller than their Japanese counterparts, with a narrower profile and lighter weight, to allow faster acceleration and to reduce costs. The typical train shown below has a seating capacity of 511 (the car type and seating capacity of each car is shown above it). It includes one first class coach and a buffet car.

In Japan, the incidence of failure of rolling stock is reported to be very low, being only .05 cases of failure per million car kilometers. On-time performance of the Japanese trains in 1980 was 99%. Since motive power is distributed to each car of the Japanese trains, the influence of motive power breakdown is small, and reliable service can be maintained.



alignments, the horizontal curvature is limited to a 4000-meter radius where 160 mph operation in the nonstop runs is desired. There are, however, several curves of 2500-meter radius, allowing 126mph operation, in areas where existing freeway or railroad right of way was too limited to allow the gradual curve. There are also several horizontal curves of 400-meter radius in the approaches to the Los Angeles Downtown Station; speed around these curves is limited to 52mph. This will not affect running time, however, since speeds are already low due to the proximity of the stop. Vertical curvature has been limited to a radius of 15,000 meters, ensuring a safe and smooth operation at 160mph. Gradients are limited to 1.5% except in two instances near stations where 2.5% gradients will be necessary. The nonstop running time between Downtown Los Angeles and San Diego can be easily kept below one hour with an alignment meeting these characteristics.

Approximately 38% of the route is constructed on elevated, grade separated viaduct. The viaduct incorporates noise abatement features built into new Shinkansen construction since 1970, such as lateral wall sound barriers to prevent projections of noise. The width of the viaduct is 33 feet or 11 meters. The effective noise levels are approximately 60db, ten times quieter than existing freeway or railroad operations which lie in the 70-80db range. Special attention is given to the architectural treatment of the viaducts to make them an attractive and unifying part of the transportation corridor.

Electric power will be purchased from the existing capacity of commercial grids at 60hz, 230kv and converted by four substations to the operating specifications of 60hz, 25kv. Trains will be tracked and controlled by a computer-aided centralized train control system (CTC). A backup computer system will continue to ensure safety in the event of a malfunction in the primary system. The CTC system will display cab signals to the driver, can automatically cut off power to the train in case of extraordinary situations and provide real time information to train controllers at headquarters. The driver, train controllers and train personnel will communicate by means of a fiber optic cable network. A microwave system is envisaged for train to control headquarters backup communications and telephones are foreseen as a backup system for station to headquarters communications.

The stations will be designed so as to minimize the time needed to purchase tickets and wait for the train. A high degree of automated ticketing is foreseen with station personnel providing help for complicated problems. Efforts will be made to develop the station areas as commercial centers. The representative timetable will have service every half hour from 6am to midnight, with 20-min intervals between trains at rush hour.

Equipment maintenance will be performed at three locations. Light day-to-day maintenance will be performed at the major end point stations in L.A. and San Diego. The major maintenance facility, which will perform periodic overhaul and heavy preventive maintenance, is planned to be located at one of two candidate sites, either mid-route or near the Downtown L.A. Station. Four maintenance of way bases are planned to provide the necessary coverage of the line.

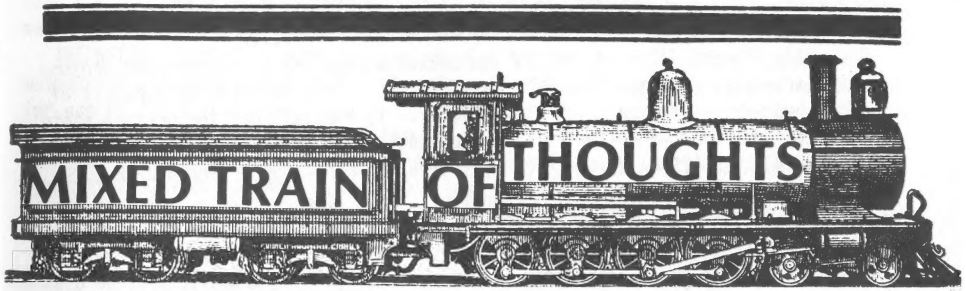
In order to attract passengers from the comfort of their automobiles, car design will feature spacious seating, lounge areas and, if desired, first class service. The cars will be based on the existing Shinkansen, with redesigned interiors for the Southern California market.

Three major stations are foreseen: Los Angeles Union Passenger Terminal at the edge of Downtown Los Angeles, a Downtown San Diego station near of in the Santa Fe terminal, and a new underground station at the Los Angeles International Airport. Intermediate stops have been included in the calculations of costs.

The Downtown L.A. Station can easily accommodate the needs of the many passengers who would pass thru it with relatively minor changes. There is enough space for enlarging parking and transit access, as well as for commercial development of adjoining areas. The planned trolley thru Downtown L.A. to Long Beach and the Wilshire Subway are planned to begin at this station.

The Downtown San Diego station, now served only by Amtrak, also has enough space for future development. It is already tied into the fixed light rail system that is successfully operating from the depot to San Ysidro. Future development of this site as one of the hubs of downtown will be accelerated by the concentration of travelers who would pass thru the station.

Intermediate stations will be located in the areas that combine a high level of passenger traffic, sufficient space for parking and have good access to future transit. They too, would benefit commercial developers. They will also be designed to allow a passing track for nonstop expresses. The station at the Los Angeles International Airport would be constructed in a central location to serve all terminals. It would be similar in design to the station built for the Narita International Airport in Tokyo.



NEW LOW-LEVEL CAR designs are being completed by Amtrak this coming summer, according to Amtrak president Graham Claytor, who was interviewed for Railway Age (Jan issue). Being designed are a new sleeping car and a new diner, Claytor said. He said that prototypes (two different styles of sleeper, and one of a diner) will be built and tested before any car orders are placed. Orders would be placed about 1987 or 1988, Claytor said. The redesigned cars are to replace the Heritage Fleet cars now being used, primarily on Eastern long distance trains. Rumors indicate that the cars would be shaped like an LRC in cutaway section, but taller. In order to give more overhead space in the cars, all mechanical equipment would be underneath the cars, not partly in the roof, as in conventional cars.....

CLAYTOR ALSO INDICATED that in about a year Amtrak should consider trying out a nonstop New York-Washington train that could cut 20 minutes off the schedule, reducing it to 2hrs, 29mins. He would like to make that route a "viable businessman's line", which it evidently isn't now. Claytor said there's no "significant" amount of business travel NY-Washington at present.....

AMTRAK'S E-60 LOCOMOTIVES will be sold off to other railroads, president Claytor told Railway Age. He said New Jersey DOT probably could use some, and two mining railroads in the West are interested.....

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HOUSATONIC RAILROAD COMPANY announced Jan 31 that it would begin excursion train runs between New Milford and Canaan CT. Full passenger and freight service will be phased in later, over a 3-year period. The young railroad company, which wants to resume passenger service that was discontinued when Amtrak took over in 1971, is headed by C. Roger Clements, a school teacher in Fairfield CT. The first summer of operation, excursions are to run between Cornwall and Kent, a distance of 11 miles. The Housatonic must lease the track from the state DOT, which bought it in 1980 after Conrail discontinued all freight service in 1976.....

YAKIMA VALLEY TRANSPORTATION Co., a subsidiary of Union Pacific, which operates 19 miles of switching lines west and north of Yakima WA, have announced that they will this spring experiment with "diesel locomotives" (one report said a machine capable of running on rubber tires on roads as well as on rails). If this method

of operation is more economical, trolley overhead would be dismantled at the close of the present fruit growing and shipping season. It is believed that a portion of the routes west of Yakima would remain under wire for the benefit of Yakima Interurban Trolley Lines, whose (portable) carbarn presumably would be moved to a location along the lines in the West Valley. YITL's public rides and charters will continue to operate during the 1983 season as usual. The new Trolley Coordinator is Mrs. Barbara Thompson, who may be addressed at PO Box 124, Yakima WA 98907.....

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THE REAL PEOPLE TV series will run another show on Amtrak, this one appearing on Sep 21, according to Kevin Gregoire. Filming will tentatively be done on the LAKE SHORE LIMITED that leaves Chicago some time on the weekend of May 21-22. Kevin has been working with the show staff on best ways of filming the Boston-Albany route. Kevin suggested that the show also include footage of the Canaan-New Milford CT line, and that will be filmed in late April.....

OHIO RAIL TRANSPORTATION AUTHORITY was dissolved and its operations and personnel were transferred to the Ohio DOT, as of Feb 24. This happened as a result of new Ohio budget legislation. The Ohio ARP still is hopeful that the present state administration will do more for rail transportation than the previous one did.....

DAYTON-INDIANAPOLIS MAINLINE of Conrail is being ripped up, reports OARP.....

GREAT SALT LAKE is rising again, reports the L.A. Times. It has cycles of ups and downs, and it's nearing its all-time high now. One plan advanced to regulate its variation is to build culverts thru the Southern Pacific causeway that acts like a dam on the lake. If the lake gets much higher, transportation will be disrupted, reports the Times. One good reason for Amtrak considering switching its SAN FRANCISCO ZEPHYR route to the Western Pacific west of Salt Lake City is to avoid such problems.....

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AMTRAK BUMPER STICKER shown here is part of Amtrak's "All Aboard Amtrak" ad campaign. (See our article on the campaign in our last issue.) Sorry we have no information on the availability of this bumper sticker to the public.....

A BUM STEER was what we inadvertently gave readers last issue. We said you can get two Amtrak posters free by sending $1.50 for postage to Amtrak in Addison IL. We did just that ourselves, using a photocopy of the coupon appearing in the Jan issue of Amtrak News, the employee newspaper (a special edition on the advertising campaign). Soon Amtrak returned our order with a photocopied note that they can not accept copies or facsimiles of the coupon. "Send original order forms only." So anyone without a copy of that issue of Amtrak News is evidently out of luck.....

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THE OHIO ARP made a survey of telephone directories in cities and towns of that state, and discovered that about one-third of those examined had errors in the listings for the Amtrak telephone number. For example, Columbus OH and Richmond IN had no listing at all, and there were wrong addresses in Columbus and Dayton. OARP sent this information to Amtrak's William Norman, who promised to do something about the problem.....

THE BROADWAY LIMITED and CAPITOL LIMITED will probably have their eastbound Chicago departure time changed with the Apr 24 timetable, to leave at 5pm instead of 8pm. This is to provide more convenient arrival times on the East Coast--12:15pm at Washington, 1:37pm at New York. The change would inconvenience Pittsburgh, tho...

GALESBURG, ILLINOIS STATION will cease to be an Amtrak agency station with the Apr 24 timetable change.....

THE COAST ROUTE between Los Angeles and Oakland was reopened to the COAST STARLIGHT on Mar 13, and to the SPIRIT OF CALIFORNIA on Mar 14. A storm-damaged trestle at Surf kept the line out of service, and Amtrak passengers were being shifted

to the SAN JOAQUINS, with their bus connections to L.A. Passengers to San Jose were accommodated from San Francisco on the Caltrain commute line. The Coast Route was actually opened the evening of Mar 9, but with 10mph speed limits and lots of mud in places, the route was not deemed suitable for Amtrak use yet. SP's Tehachapi route (freight-only) had also been severed by severe storms, between Kern Jct and Mojave.....

FIRST DOME CAR converted to HEP arrived in Washington on Mar 16 on the CAPITOL LIMITED after deadheading from Chicago. It should go into revenue service shortly...

NORTHRUP SERVICES, INC., a "think tank" in Florida, is proposing a "Rail America" --a complete rebuilding of the nation's railroad system into high-speed, state of the art technology. Its plan was reported on in the Christian Science Monitor (Mar 7). Northrup would like to interest the federal government in the project, which would take 20-30 years to build, at a cost of $10 billion per year.....

INTERSTATE COMMERCE COMMISSION has adopted the "avoidable costing" accounting method for determining how much railroads and commuter agencies must pay Amtrak for use of the NE Corridor. Amtrak had opposed adoption of the system, saying it would cause them to lose $23.8 million by potential revenue for 1982, and preferring the fully allocated costing method. But the ICC said Amtrak could require quality of service payments from users, just as Amtrak is required to make quality of service payments to carriers that operate Amtrak trains.....

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THE SAN JOAQUINS have been saved for another year. On Mar 15 California Governor Deukmejian announced that he would include money for the two SAN JOAQUINS in the budget currently being drawn up. He was reportedly responding to political pressure from the San Joaquin Valley. The California Transportation Commission had recommended that the trains be funded. Deukmejian said that ridership must increase on the trains--revenues currently pay 45% of their costs, and he wants them to reach 55%. However, he remained "firm" on asking for the SPIRIT OF CALIFORNIA to be dropped after its current contract expires on Sep 30, 1983. Letters supporting the train are badly needed. California residents should write to their own state legislators, and if possible send copies to Willie Brown and Dave Roberti at the State Capitol. More information on our cover illustration: the "Fog Cutter" ad was prepared for Caltrans and run using their funds. It is not running any longer, altho it appeared in our area very recently. It was originally made for the SAN JOAQUINS, but became a SPIRIT ad after a supporter argued with Caltrans that the train needed more advertising.....

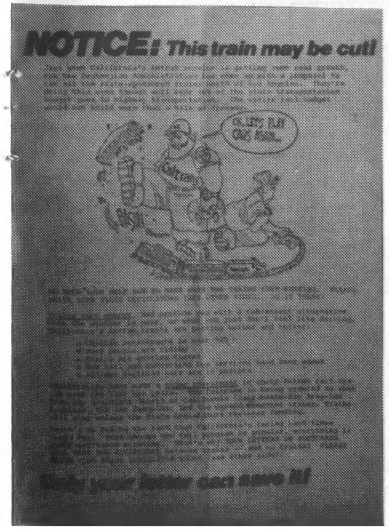

ILLUSTRATION AT LEFT is of a flyer that NARP supporters have been handing out on California trains in an effort to save them from the budget-cutting ax of Gov. Deukmejian.....

SPIRIT OF CALIFORNIA has just received an Amdinette with lounge space--at long last.....

DEFYING THE LAW is what the current anti-rail leadership of Caltrans is doing in refusing to spend funds that the legislature declared were for the purpose of upgrading the route of the proposed DEL MONTE and for ignoring the San Francisco branch of the SPIRIT OF CALIFORNIA route. Partly this is due to the lack of followup from legislators who got the funding passed. Sen. Al Alquist controls the destiny of the DEL MONTE, and as yet he has not signalled what he plans to do next about the train's revival.....

WASHINGTON UNION STATION redevelopment will proceed, now that an agreement has been reached on the work to be done on the historic structure. DOT Secretary Dole, Amtrak President Claytor, Mayor Marion Barry and FRA Administrator Robert Blanchette gathered at Union Station on Mar 2 to announce the agreement, whereby $70 million in existing DOT and Amtrak funds will pay for the redevelopment. The restoration will bring back basic rail passenger facilities, returning the tracks to their original loading and discharging sites. Afterwards, the building will be available for commercial development. Claytor noted that passengers had to walk 1200 feet outdoors to reach the temporary station, and now they will have to walk only about 340 feet to the train boarding area.....

CONGRESS IS CONSIDERING a $4.6 billion jobs and recession relief program which includes $110 million in capital funding for Amtrak. The House version earmarks the money for NE Corridor projects, and the Senate version allows Amtrak to use it around the system at its discretion. The bill is somewhat stalled at the moment...

TWO-FOOT SNOWFALL hit Denver in early March, fouling all transportation except Amtrak trains. The largest effect on an Amtrak train was a 45-min delay, NARP reported.....

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THE "MYSTERY EXPRESS" is the name of a weekend excursion being run from Hoboken NJ along the Susquehanna River and back, on a 2-day run for mystery fans. Along the way, a "murder" will take place aboard the sleeping cars, and passengers will be invited to join in solving the mystery. The first run apparently is set for Mar 26-27, with monthly runs thru December. The fare is $216 including dinner. For information, call 212-420-1622 or 201-761-0248.....

AUTO-TRAIN'S TRUSTEE is suing the bankrupt company's former auditors for $51 million in damages, claiming they led the company on a "reckless program of expansion" that contributed to its downfall.....

TAMPA-ST. PETERSBURG bus substitution for train was a resolution before the Amtrak Board in its meeting of Mar 16. As we go to press, we have not been able to ascertain whether this resolution was passed. One would assume it did, since nearly all such are passed, but if so, the date that this change would occur is still unknown to us. Presumably, Apr 24 would be the earliest.....

WINDS BLEW DOWN the small Amtrak passenger structure at Picayune MS Mar 4.....

CONRAIL MIGHT REMOVE one track of its double track Boston-Albany main line beginning Apr 1. Amtrak, Mass ARP and Congressmen will meet on the matter.....

News in this issue is updated thru Mar 16, 1983.

RIO GRANDE CONTRACT (continued from page 3)

1:03pm, ar Oakland 3:35pm. Train 6 will lv Oakland 12:25pm, Sacramento 2:25pm, Reno 6:42pm, ar Ogden 5:25am, lv Ogden 5:40am, ar Salt Lake 6:35am, lv Salt Lake 6:50am, ar Grand Jct 1:20pm, lv Grand Jct 1:25pm, ar Denver 9pm, lv Denver 9:20 pm, ar Omaha 6:50am, lv Omaha 7am, ar Chicago 3:50pm. The train will continue to use the SP route west of Ogden. The DESERT WIND will originate and terminate in Salt Lake City instead of Ogden, while the PIONEER will originate and terminate in Ogden instead of Salt Lake City. At those termination points the two trains will join up with the SAN FRANCISCO ZEPHYR. The only train running between Salt Lake and Ogden will be the combined SAN FRANCISCO ZEPHYR.

Amtrak will obtain about 75% of the RIO GRANDE ZEPHYR equipment and will place it in its pool to be converted to head-end power. Rio Grande will keep some unspecified equipment known to include dome observation car "Silver Sky" and one dining car, to be used for track inspection equipment.

Amtrak estimates that the re-routing will result in $1.6 million more income yearly, not to mention increased ridership that should result from the switch to the spectacularly scenic route. Passenger miles per train mile are expected to increase from 158 to 167, and avoidable loss should fall from 5.6¢ to 5.1¢. Discontinuance notices reportedly were posted on the affected routes on Mar 16.

CASCADE EXPLORER (continued from page 10)

Cascade Tunnel of 40 years later, it was considered quite an engineering feat at the time, and as far as the locals were concerned, it completed the first transcontinental railroad from the Northwest. Tacomans reportedly danced in the streets the day the tunnel was holed thru.

Out the East Portal, and everybody looks back around the curve to the waterfall that spills down above the tunnel. This was always an NP sightseeing attraction, rating an announcement on the NORTH COAST LIMITED P.A. system. We head down the mountain, parallel to the old Milwaukee Road line part of the way. We can see Interstate 90 over on the other side of the valley. BN owns the old Milwaukee right of way over the Cascades, and will some day rebuild it if traffic warrants. For now, it just sits.

We come off the mountain and pass Easton, and then it's 75mph running most of the way to Cle Elum. Cle Elum has very wide streets for a small town. It seems the wife of the town's founder expected it to become the garden spot of the Western Hemisphere, so the streets were built that way.

At this point the box lunches included for the $67 per person fare are passed out. Chicken, roll, some cookies and an apple. Beverages are available in the lounge. Things are uneventful going thru Ellensburg and into the Yakima River Canyon, 30 miles taking about 55 minutes because of curvature. But this was always a very relaxing, interesting part of a trip on the NORTH COAST LIMITED. Relaxing, that is, until some old NP veteran engineer tried to make up time with a late train! Riding a NORTH COAST LIMITED on two wheels was an experience!

We're late because of slow running for sightseeing and a few defective signals, and we roll into Yakima at 1:30, half an hour down. The Davis High School band is here to meet us, along with TV stations, newspapers, and some dignitaries and regular folks. I must admit I was wondering what kind of reception this Amtrak train would get here, what with the rail corporation's unnecessary, unexpected, uncouth pullout in 1981. That left a bad taste in a lot of people's mouths. As word of the low ridership on the BUILDER's Wenatchee routing spreads, you hear rumblings of a renewed effort to get the BUILDER back. We'll see.

Everyone leaves the train at this point, armed with maps of the Yakima business district. But we're not quite following the original schedule. Apparently to assure an on-time arrival back in Seattle, we're leaving at 2:30, just an hour away and half an hour before the brochure said we would. Nobody seems to mind, tho, and as the people leave, the train heads east for Yakima yard. There the 247 and 237 are switched to the other end of the train and seats are turned. The train rolls back to the station about 2:15, loads everyone, and at 2:35, "Highball, Extra 237 West."

The return trip west could pretty well be described by reading this account in reverse. The atmosphere on the train is relaxed and cordial. I chat with Tom Horstmann, Jr., of Capital Gateway Travel. They have other excursions planned, subject to equipment availability. They're trying for the Feather River Canyon, having just received an okay from new owner Union Pacific. They'll try again for Yakima. They're as excited now about rail excursions as Port Orchard Travel Service, which sponsored the recent trip to Leavenworth (see RTN 257). One complication on the return trip: our cfew isn't going to beat the 12-hour limit, so we pick up a dog-catch crew at Easton.

So on we go back to Seattle. Ed Berntsen is on the P.A. urging us to give the BN and Amtrak crews some applause for a job well done. We give this willingly. And he urges membership in the National Railway Historical Society. We're back in Seattle only a few minutes down, eager at the thought of a couple more excursions this spring.

Do your friends a favor—tell them about Accent on Travel!

Amtrak award

TED AND SYLVIA BLISHAK, OWNERS OF ACCENT ON TRAVEL, HAVE RECEIVED AMTRAK'S GOLDEN SPIKE AWARD FOR PRODUCING MORE RAIL SALES THAN ANY OTHER AGENCY IN THE PENINSULA-SANTA CLARA VALLEY AREA.

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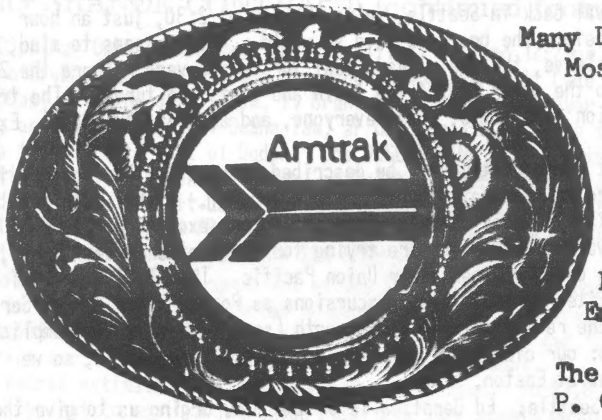
Address: RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.

WESTERN STYLED BELT BUCKLES



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CARS & CONSISTS

*NEW ENGLAND ZIP, train 168, Washington-Boston Mar 5: engines 906 (DC-New Haven), 203 (New Haven-Boston); cars 1225, 20127, 21829, 21088, 21870, 21170, 20013, 21828 (DC-Bos), 1361 (DC-NY), Lehigh Valley 363 (NY-Bos).

*Caltrain Oxnard Commuter Train, Feb 9: (train 102:) engines 3852, **3834** (GP9s); cars 3706, 3735, 3707. (Train 104:) engine 3853 (GP9); cars 3705, 3731. (All equipment SP, painted & lettered SP.)

*PALMETTO, train 90, Charleston SC Feb 13: engine 266; cars 1239, 20008, 21905, 4638, 20049, 4642, 4717.

*"Alpine Express" Mass. Bay RRE fantrip, Boston-Ossipee NH Feb 26: engine MBTA 1003 (F40); cars 430 (RDC3), 402 (RDC1), 427 (RDC3), 404 (RDC1), 1401 cab control (RDC2), 1403 cab control (RDC2), 401 (RDC1), 413 (RDC1), 408 (RDC1), 415 (RDC1); engine MBTA 1011 (F40).

*NIGHT OWL, train 66, Boston Jan 29: engines 208 (F40), 495 (E8A); cars 1169, 1228, 1377, 2883 "Pacific Range", 4719, 4604, 4603, 20040 Amcafe, 21099, 21205.

RAIL FANTRIPS

Mar 26: Swap Meet at Orange Empire Railway Museum, Perris CA, rescheduled from Mar 5 due to rains. 9am-3pm. Bring own display table ($3 fee). $2 entrance for swapmeet only, or $3 including all-day rides pass.

Mar 26-27: 20th Century RR Club Railfair '83; 3/26 luncheon Bismarck Hotel, Chicago; "L Capitan" wine-&-sandwiches cruise on CTA elevated, 4-7pm $18; RR Movie Night 7:30 Bismarck; 3/27 "Michigan De Luxe" train Mich. Cent. RR to Detroit RT. $159. Complete package $188. Richard Brooks, Mgr, 8100 Rhodes Ave, Chicago IL 60619. 312-846-3600.

Apr 9-10: Maple Festival Train, Binghamton NY-Marathon NY, side trips to Homer and Chenango Forks; ex-Auto Train domes. Write Box 12, Lowman NY 14861; 607-732-9870.

Apr 9-12: Rio Grande Farewell (not last run), Bay Area/Reno-Denver RT on SF ZEPHYR and RIO GRANDE ZEPHYR. Overnite at Executive Tower Inn, Denver. $249 (coach) and up. Great Western Tours, 639 Market St, Suite 900, San Francisco CA 94105.

Apr 23: Hillsborough County Excursion: Boston North Sta to Nashua on B&M, then B&M Hillsborough Br to Bennington NH RT (1st psgr train in 15 yrs). Optional luncheon. $15 deposit. Mass. Bay RR Enthusiasts, Inc., PO Box 136, Ward Hill MA 01830.

May 14: Royal Oak-Holland MI RT for Tulip Festival; freight-only trackage; SEMTA equipment. GTW Pontiac, Durand, Owosso to Grand Rapids; Chessie Grand Rapids to Holland. $39. Band Boosters Tulip Train, Box 832, Royal Oak MI 48068. 313-546-6663

May 14-15: Toledo-Bellevue OH RTs with NKP 765 & 17 cars; 1st excursion in 34 yrs. Open & closed coaches. $23, children $15; first class Pullman $35. Mad River and NKP RR Society, PO Box 42, Bellevue OH 44811.

May 29 & 30: West Shore Express, ex-NYC West Shore line E-L Hoboken Term to Selkirk NY. Write: Tri-State Trip Committee, PO Box 2243, Clifton NJ 07015; 24-hr hotline (201) 857-2987. 250 miles; runbys; snacks & sandwiches; Comet I coaches.

Aug 6-13: Cruise on the "Norway", Miami to St. Thomas, Nassau & NCL's Out Island. Free air fare from 102 cities in US. Midwest Travel, 2936 Bella Vista Drive, Midwest City OK 73110. (405) 732-0566.

Aug 12-27: Western Canada Rail Tour from Bellevue & Toledo OH; CANADIAN, SKEENA, CARIBOU DAYLINER, steam trips on Prairie Dog Central & Royal Hudson; Daynighter seating; $872. Mad River & NKP RR Society, Box 42, Bellevue OH 44811.

Sep 17-25: 3rd Ann. Western Rail Tour from Sandusky OH; Atk to Colorado, visit all narrow gauge opers, ride RGZ route; side trip to Las Vegas; Golden RR Museum & Georgetown. Mad River & NKP RR Society, PO Box 42, Bellevue OH 44811.

One Rail Fantrips listing is free. Send full info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709. When responding to trips, include SASE.

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Be sure to send RTN your change of address as early as possible. Don't rely on the Postal Service to forward your mail!

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - Tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

RAILROAD CLOTH EMBLEMS. Send $2.00 for three samples and list. Over 400 different designs available. Joseph Lajoie, Box 3, Methuen, Mass. 01844.

SEE OUR RAILROADIANA items, china, glasses, silver, linens, timetables, rules, etc. at "Cornfield Meet" Apr 10, Pasadena CA Hilton and "Lone Star" RRiana Show Will Rogers Memorial Center, Ft. Worth TX May 1. Jim & Elaine McClellan.

TRANSPORT 2000 CANADA'S Annual General Meeting will be held at Melville, Sask., on April 9 and 10. A chartered bus will likely be available from Regina, where VIA still calls. Information from: Transport 2000 Saskatchewan, Box 3594, Regina, Sask., S4P 3L7, Canada.

TRAIN AND BUS TRANSPORT 2000 PIN, available for $2.00 from Transport 2000 Quebec, 2275 Laurier East, Montreal, Quebec, H2H ZN8, Canada.

SIXTH GREAT PACIFIC COAST RAILROADIANA COLLECTOR'S SHOW and SALE, Saturday May 7, 1983. Capitol Plaza Holiday Inn, 300 J St, Sacramento CA (near State RR Museum). Hours 10am to 4pm. Sponsored by the National Association of Timetable Collectors. Seller tables available: members $20, non-members $30. Public admission $1.50. Contact Roy Gabriel, P.O. Box 981, Sacramento CA 95805.

"Trains Helped Build America - They Can Rebuild It" bumper stickers: $1.20 each, 3 for $3; cash, check, stamps OK. KARP, PO Box 283, Carnegie, PA 15106.

WANTED: High quality tape recordings of RIO GRANDE ZEPHYR engines and sounds from someone who has them, or would be able to make them before situation changes. Prefer quarter-inch tape, stereo desired but neither mandatory; cassettes a second possibility. Contact Paul Rayton c/o RTN; please include phone no. with reply.

"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

AMTRAK RIDERSHIP FIGURES

JANUARY 1983 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1982

METROLINERS	76,438	(12.9)
NORTHEAST CORRIDOR CONVENTIONAL	421,342	(15.6)
NEW ENGLAND METROS	5,719	.0
NEW HAVEN-SPRINGFIELD	15,612	(11.8)
NEW YORK-PHILADELPHIA	180,906	6.8
PHILADELPHIA-HARRISBURG	68,646	(4.6)
NEW YORK-HARRISBURG	23,688	(10.3)
TOTAL NORTHEAST CORRIDOR	792,351	(9.2)
NEW YORK-ALBANY-NIAGARA FALLS	56,225	(17.2)
CHICAGO-ST.LOUIS	18,254	(21.8)
CHICAGO-MILWAUKEE	10,064	(13.0)
CHICAGO-DETROIT-TOLEDO	25,896	(26.6)
CHICAGO-CARBONDALE	11,407	(39.1)
CHICAGO-QUINCY	4,975	(21.7)
LOS ANGELES-SAN DIEGO	77,341	(16.7)
SEATTLE-PORTLAND	3,327	(14.8)
WASHINGTON-MARTINSBURG	17,900	(9.9)
OAKLAND-BAKERSFIELD	11,884	(5.7)
NEW YORK-MONTREAL	5,880	19.6
CHICAGO-PORT HURON-TORONTO	7,699	(11.0)
MINNEAPOLIS-DULUTH	1,547	(46.1)
CHICAGO-VALPARAISO	21,039	13.1
CHICAGO-INDIANAPOLIS	2,606	(38.7)
CHICAGO-KANSAS CITY	6,468	9.4
PHILADELPHIA-PITTSBURGH	6,958	(18.6)
PORTLAND-EUGENE		.0
LOS ANGELES-SACRAMENTO	4,744	(22.2)
MIAMI-TAMPA	3,693	.0
TOTAL SHORT DISTANCE	297,907	(15.4)
WASHINGTON-MONTREAL	7,960	(35.5)
NEW YORK-FLORIDA	41,597	(18.1)
CHICAGO-NEW YORK/WASHINGTON	14,748	(23.9)
CHICAGO-CIN-WAS-NEW YORK	4,088	21.9
CHICAGO-SEATTLE/PORTLAND	25,510	(14.3)
CHICAGO-OAKLAND	23,637	(17.9)
CHICAGO-LOS ANGELES	13,673	(30.6)
CHICAGO-NEW ORLEANS	11,910	(29.6)
CHICAGO-TEXAS	4,524	(20.3)
LOS ANGELES-NEW ORLEANS	3,810	(30.8)
LOS ANGELES-SEATTLE	25,874	(11.2)
CHICAGO-NEW YORK/BOSTON	22,362	(8.8)
BOSTON-NEWPORT NEWS	5,501	(30.9)
NEW YORK-SAVANNAH	8,858	(22.5)
SEATTLE-SALT LAKE CTY/CHICAGO	9,261	(38.9)
NEW YORK-NEW ORLEANS	13,964	(23.9)
LOS ANGELES-OGDEN-CHICAGO	6,853	(28.4)
TOTAL LONG DISTANCE	244,130	(20.8)
SPECIAL TRAINS	4,523	(5.6)
SYSTEM TOTAL	1,338,911	(12.9)

The latest Amtrak ridership figures are given herewith, just released by the rail corporation. The December, 1982 figures were published in RTN #261.

In January Amtrak's decline in patronage slipped to an even lower point, at 12.9% lower than Jan of 1982. (December's total was 9.0% lower than the previous year.) As the figures show, the decline was across the board, affecting nearly every route. The poor patronage can be attributed to the recession and, most importantly, to the fact that other travel modes were advertising discount fares, while Amtrak's "All Aboard America" fare discount was not to begin until February 1.

The blank in the Portland-Eugene slot reflects the discontinuance of the WILLAMETTE VALLEY trains.

Note that the CARDINAL, in the long distance category, showed a 21.9% increase, an exception to the general ridership decline. Also, the ADIRONDACK was up by 19.6%, in the short distance category. There were only three other routes with increases: NY-Philadelphia, Chicago-Valparaiso and Chicago-Kansas City.

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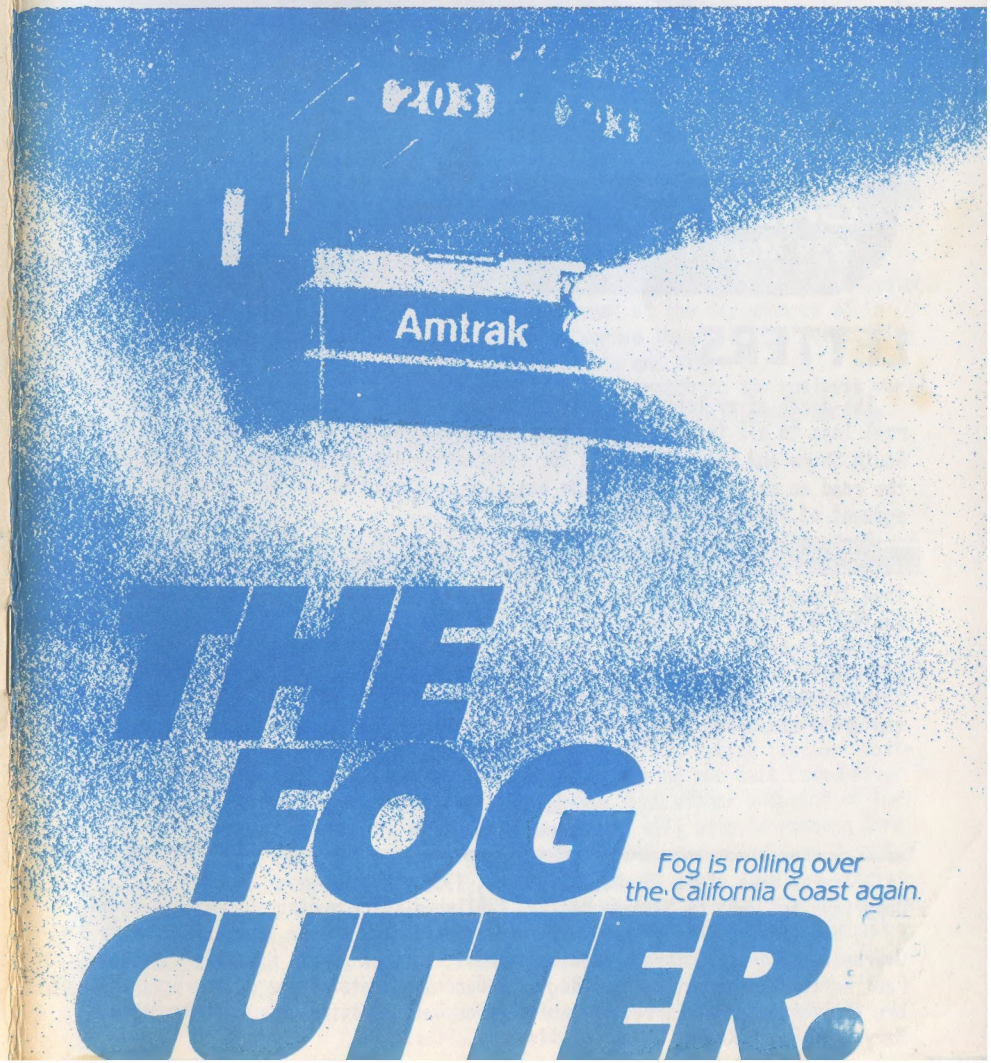

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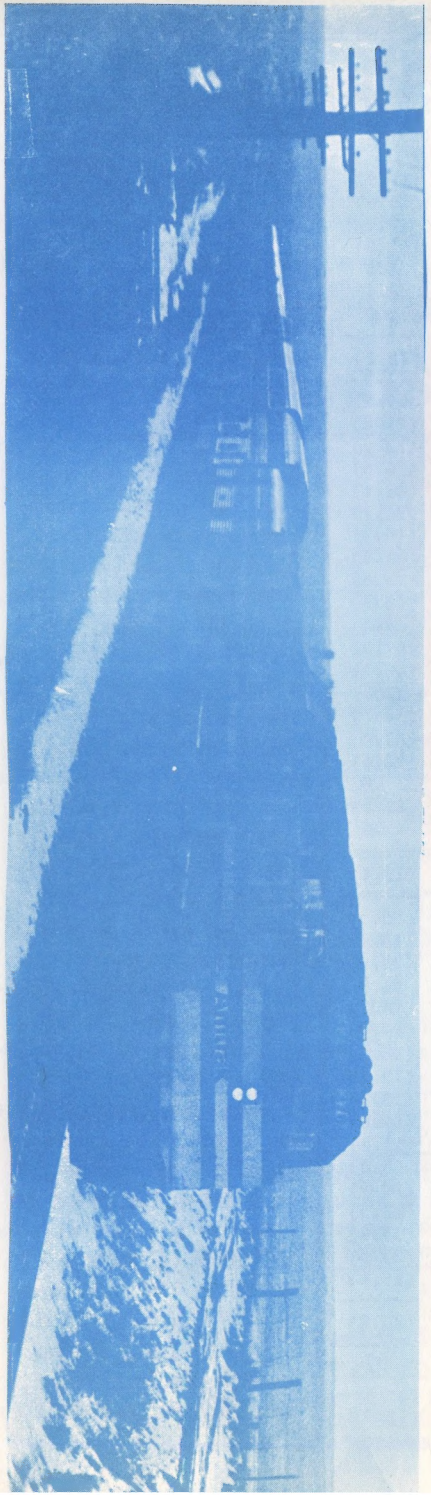

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